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## TWO FRESH HALIBUTERS.

### Leading Fish Receipts Since Yesterday Morning.

Fresh halibut is the leading feature of the receipts here since yesterday morning. Sch. Niagara, which came in just before noon yesterday and hauled for 30,000 pounds, weighed off the splendid fare of 43,000 pounds, the second largest trip of the season thus far. This morning sch. Cavalier, Capt. Robert B. Porper, is in with a nice halibut catch.

Capt. Porper hails his fare for 30,000 pounds of halibut and a few thousand weight of salt cod. The vessel is from the Grand bank. Capt. Porper reports speaking no vessel since he saw sch. Monitor some little time ago.

Sch. Niagara which arrived yesterday, struck fine fishing. She also was from Grand bank and not far from the spot where sch. Cavalier fished. Capt. Kilpatrick had about 25,000 pounds on board and made one more set before starting home and struck it rich by so doing, for the dories hauled back 18,000 pounds, almost a trip in itself, as the result of the one stringing out of the trawls. The Niagara weighed out almost 42,000 pounds of good fish and the fare ran nearly two-thirds white.

Yesterday afternoon the steam netter Quoddy came in with 6000 pounds of fresh fish.

Sch. Mary F. Curtis, Capt. Henry Curtis, came in during the forenoon with 60,000 pounds of fresh cod and haddock.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Cavalier, Grand Bank, 35,000 lbs. halibut, 3000 lbs. salt cod.  
Steamer Quoddy, shore, 6000 lbs. fresh fish.  
Sch. Dictator, via Portland.  
Sch. Walter P. Goulart, via Boston.  
Sch. Mary F. Curtis, Georges, 6000 lbs. fresh fish.  
Sch. M. J. Sewall, Jonesport, Me., boxed herring and salted clams.

#### Vessels Sailed.

Sch. Frances P. Mesquita, haddock-ing.  
Sch. Ellen C. Burke, shore.  
Steamer Nomad, shore.  
Sch. Rex, haddock-ing.  
Sch. Mystery, halibuting.  
Sch. Kineo, halibuting.  
Sch. Yakima, halibuting.  
Sch. Teazer, halibuting.

#### Today's Fish Market.

Bank halibut, 9 1-2 cents per lb. for white and 7 3-4 cents per lb. for gray.  
Georges halibut, 10c per lb. for white and 8c for gray.  
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.  
Trawl salt Georges cod, large, \$3.50; mediums, \$3.  
Large salt handline Georges cod, \$3.50; mediums, \$3.00.  
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.  
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.  
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

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#### Good Stock.

Sch. Niagara, Capt. Melvin Kilpatrick, stocked \$2734 as the result of her recent fine halibut trip, the crew sharing \$91.60.

#### Halibut Sale.

The fresh halibut fare of sch. Cavalier was sold to the New England Fish Company at 10 cents per pound for white and 8 cents per pound for gray.

#### Schs. Tacoma and Monitor Spoken.

Capt. Melvin Kilpatrick of sch. Niagara reports speaking schs. Tacoma and Monitor on Grand bank recently.

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### BOSTON MAYOR ENDORSES PLAN.

Writes Gov. Draper Favoring Removal of Fish Trade to South Boston.

Mayor Fitzgerald Wednesday sent a letter to Gov. Draper endorsing the proposition of the fish merchants of Boston to lease and improve a new pier just east of the present Commonwealth dock.

The governor replied promptly that he was giving the matter personal attention and has been for several weeks.

This movement was started by the fish dealers because of the increasing congestion at T wharf, which has made it imperative to find new quarters if the growth of the fish industry in Boston is not to be retarded.

After reviewing the advantages claimed for the plan, and the manner in which it is proposed, the dealers, the city and the state shall co-operate, the mayor closed with the hope that the governor will keep in view the interests of the city as a third party in any arrangement.

Gov. Draper replied that for several weeks he together with the harbor and land commission has been investigating the matter very carefully and assures the mayor that he appreciates the needs of the merchants and desires to accommodate them in any way he can, while at the same time safeguarding the interests of the commonwealth.

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#### Lunenburg, N. S., Fish Notes.

Sch. Frank Adams, Zinck, from Newfoundland, with a cargo of herring, arrived here Monday afternoon.

Two new vessels are being built at Ernst's shipyard, Mahone Bay.

The two-masted schooner Mayola was launched from Naugler's shipyard, Bridgewater, Monday afternoon at high tide. The vessel, which is up-to-date in every way, is owned by Zwicker & Co., limited, of Lunenburg, and will be used for banks fishing.

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## FISH PLENTIFUL, PRICES RUN LOW.

### Some of the T Wharf Arrivals Have Good Trips.

Boston has a fair amount of fish this morning on a low market. One off-shore craft, nine of the bay netters and 20 market boats comprise the fleet in. Some of the market boats have fine fares and sch. Belbina P. Domingoes, from Georges has a big catch, 90,000 pounds of cod and haddock. Off-shore haddock brought \$1.50, with off-shore cod at \$2.25 and no price on market cod.

The market boats received from \$1.75 to \$2.50 for their haddock and \$3 to \$3.50 for large cod. Hake went from \$1.75 to \$3.50 and pollock brought \$1.75.

Of the market boats sch. Harmony is high with 35,000 pounds, a fine catch. Sch. Metamora has 27,000 pounds, sch. Seaconnet 16,000 pounds, and sch. Warren M. Goodspeed 16,000 pounds. The others range from 8000 to 13,000 pounds. The little netters have from 2000 to 4000 pounds each.

The arrivals and receipts in detail are:

#### Boston Arrivals.

Sch. Marguerite, 2300 cod.  
Sch. Mabel Leavitt, 4500 cod.  
Sch. Marion, 2300 cod.  
Sch. Actor, 6500 haddock, 1500 cod.  
Sch. Belbina P. Domingoes, 40,000 haddock, 50,000 cod.  
Sch. Flora J. Sears, 8000 haddock, 1000 cod, 3000 hake.  
Sch. Valentina, 6000 haddock, 1500 cod, 2000 cusk.  
Sch. Azorean, 200 haddock, 2000 cod, 800 pollock.  
Sch. Lydia, 1000 haddock, 1000 cod.  
Sch. Dixie, 6000 haddock, 2500 cod, 500 hake.  
Sch. Topsail Girl, 6500 haddock, 2000 cod.  
Sch. Sarah, 2500 cod.  
Sch. Helen B. Thomas, 8000 haddock, 3000 cod, 1000 hake.  
Sch. Florida, 8000 haddock.

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Sch. Warren M. Goodspeed, 7000 haddock, 2500 cod, 3000 hake, 4900 pollock.  
Sch. Margaret Dillon, 1700 haddock, 1000 cod.  
Sch. Metamora, 22,000 haddock, 3000 cod, 2000 hake.  
Sch. Galatea, 6000 haddock, 3000 cod, 1000 cusk.  
Sch. Rose Standish, 7000 haddock, 1200 cod.  
Sch. Maud F. Silva, 10,000 haddock, 1500 cod, 500 hake.  
Sch. Harmony, 18,000 haddock, 6000 cod, 6000 hake, 5000 pollock.  
Sch. Emily Sears, 5000 haddock.  
Sch. Genesta, 12,000 haddock, 1000 hake.  
Sch. Seaconnet, 11,000 haddock, 2000 cod, 500 hake, 2500 pollock.  
Sch. Yankee, 10,000 haddock, 500 cod.  
Sch. N. A. Rowe, 3500 cod.  
Sch. Reliance, 2300 cod.  
Sch. On Time, 2500 cod.  
Sch. Eva Avina, 2500 cod.  
Sch. Walter P. Goulart, 15,000 haddock.  
Off-shore haddock, \$1.50 per cwt.; off-shore large cod, \$2.25; shore haddock, \$1.75 to \$2.50; shore large cod, \$3 to \$3.50; shore market cod, \$1.75 to \$2; hake, \$1.75 to \$3.50; pollock, \$1.75.

#### Curing Fish High in Air.

High up in the air on the westerly side of Central wharf, Portland, hundreds of fish are now being cured. They are spread out with their thick coating of salt on the new flakes just erected by Lord Bros. The work of this firm adds still more to the fish industry of Portland. Up to the present time, Lord Bros. have cured their fish in South Portland, but owing to the coming of the sardine packing plant there, they removed their business to the Portland side of the harbor and thus have added to Portland's industries.

The new location is much more convenient than the old, for the fish may be handled more quickly and once ready for shipment freight cars may be loaded right at the doors of the sheds. Fishermen may bring their fares to the wharf where they may easily be unloaded and the sea food taken care of. It is an interesting process to watch the curing of the fish, and it is by no means a rapid one. The first step is to give the sea food a thorough cleaning to remove all impurities. Then the fish are packed in the butts, covered with salt and kept for three weeks, during which the fish make their own pickle. Then comes another washing after which the fish are spread out on the flakes and cured in the sun. Two days are usually sufficient for this process if the sun is bright.

The fish flakes used by Lord Bros. were put into operation for the first time Tuesday. They are unusually large and it is estimated that fully 100 quintals of fish may be cured at one time.

#### Sardine Factory at Portland.

Portland's latest industry, sardine packing, will be in full operation in a short time. The plant of E. W. Brown & Co., at South Portland is practically ready to be operated and will be in condition by the time the herring are schooling next month. All the machinery has been brought from the eastern part of the state and the building itself is completed and ready for occupancy.

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#### Halibut Sales.

The fresh halibut fare of sch. Paragon sold to the American Halibut Company at 10 cents per pound for white and 8 cents per pound for gray.

The fare of the sch. Jennie B. Hodgdon sold to the same concern at the same figures.

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#### Lunenburg, N. S., Fish Notes.

Sch. Lila D. Young came off the slip Monday morning.

Sch. Muriel M. Young sailed for the banks Tuesday.

Schs. Oregon and Hazel L. Ritcey have finished fitting for the banks.

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#### Stock of Sch. Cavalier.

Sch. Cavalier, Capt. Robert B. Porper, stocked \$4021.65 on her recent fresh halibut trip, the crew sharing \$85.29. Some of the crew had quite a lot of handline fish, which added materially to what they made, several of them having between \$90 and \$100 coming to them.



# THE BANK FISHERIES OF CANADA.

Annual Yield About \$26,000,000, Employing 72,000 Men.

## Nova Scotia Secures One-Third of This Amount.

The fisheries of Canada are the most extensive in the world, says J. L. Freeda of Chester, N. S., in the Halifax Herald, and in this industry Nova Scotia holds first rank. The sea coast of the maritime provinces from the Bay of Fundy to the Labrador constitutes these matchless fishing grounds, whose worth was early realized by European adventures. Before the time of Columbus hardy Norse fishermen visited Iceland, Newfoundland and Nova Scotia in search of the generous harvests yielded by the coast waters of those places. The early history of the fishing industry in Nova Scotia is full of romance and adventure; indeed, in so hazardous a calling every voyage must furnish stories both interesting and heroic.

Succeeding generations have not failed to realize its importance, for "so valuable are the fisheries of the Nova Scotia coast and so inestimable the privilege of making her safe harbors for shelter and bait, that scarcely a treaty relating to North American coasts but had stipulations made in regard to the inshore fisheries." Nova Scotians have at all times jealously guarded their fishing rights. Under a *modus vivendi*, which may be cut off at any time, American fishermen are permitted certain privileges on our coast but there has always been a strong provincial feeling against this arrangement.

In 1906 the value of Canadian fisheries amounted to \$26,279,485. There was a small decrease in the following year. Nearly one-third of this amount, namely, \$7,799,160, was credited to Nova Scotia. In this fishing industry of Nova Scotia, Lunenburg county easily takes the lead. The estimated annual value of her fisheries is well over \$3,000,000. Dependent upon this industry are her large fleet of fishing schooners, her fish factories, bait freezers, smoke houses, dryers and shredders, the fish curing, the shipyards, the sail lofts, as well as her fine marine railway and marine hospital. The fisheries are a source of wealth and prosperity equal to that of any county in Nova Scotia. Its indirect benefits can never be estimated in dollars and cents, fostering as it does every other industry, giving employment to farmers, lumbermen and laborers of every class, as well as forming the basis of Lunenburg's large foreign trade.

The "Bluenose" fishermen are a hardy, stalwart, capable body of men. They spend about half the year at home, busy with lobster fishing, or perhaps go to the lumber woods or on West India voyages. But from the latter part of March until late autumn the fisherman's lot is cast many miles from land, with fathoms of green water surging beneath his little dory.

Early in March preparations are begun for the spring trip. The cradles of the marine railway are in constant use; the smell of tar and of fresh paint fills the air; the water front hums like a giant hive; the schooners line the wharves taking in their store of provisions, bait, salt, wood, etc., for the trip; the Y. M. C. A. and numerous thoughtful friends send aboard books and magazines.

On the Sunday the nearest the 21st of March

### The Churches Hold Special Services for the Fishermen,

which, though sufficiently impressive to the general worshippers, are especially significant to those whose relatives and friends will soon be exposed to the dangers of the mighty deep. Towards the last of the month the fishing fleet sails on its spring trip, and it is no unusual sight to see a score of fine schooners under sail at one time. As they go flying out to sea under a full spread of canvas, they

about half an inch thick. It rides high in the water and to the landsman's eye looks singularly unreliable. Each dory carries trawl tubs, anchor, a small horn or conch-shell, a jug of water and a few hard biscuits.

The trawls consist of a main line from one to one and a half miles in length, with a fringe of smaller lines dangling from it at regular intervals. Each of these small lines carries a hook baited with herring or squid. The trawls are set somewhat like the spokes of a wheel, whose hub is the schooner. At the beginning of the trawl is attached a small anchor with a cable and buoy bearing the dory's private mark, and when the end of the trawl is reached, another anchor and buoy is similarly affixed. Heaving a trawl is simple enough, the line being paid out over the quarter, while the hooks are thrown clear of the gunwale.

Two men form the crew of each dory. They know that each must do his full share of labor, that the luck of the vessel means their luck, that the larger the catch of fish, the larger will be each man's share of the profits. The fisherman's dress includes long rubber boots, a heavy woolen sweater, oil suits and sou'wester, and nippers for protecting the hands in hauling the trawls.

Besides the dorymen and captain, each schooner carries a cook and two boys, a "header" and a "throater."

### Daily Routine Makes But Little Change.

The daily routine while on the banks varies but little. At daybreak the first trip to the trawls is made, and the men returned with their catch to the vessel. The fish are forked into pens on deck and the men, with appetites keenly sharpened by the salt air and the exercise, are ready for their substantial breakfast. Then back again to the trawls they go, moving regularly up and down the length of the line, the dory's nose lifting under the wet line of hooks, slatting off the cod against the gunwale, rebaiting, etc., till dinner time. The midday meal over, once more they "under-run" the trawls, and as the days grow longer two trips may be made in the afternoon. "Under-running a trawl" means hauling it in on one side of the dory, picking off the fish, rebaiting the hooks and passing them over into the sea again. Holding fast to a trawl with the dory pitching bows under in a heavy sea is a rather strenuous task and not without danger, for the heavy line passing across the dory threatens to twitch her under at any moment.

The last trip over for the day, all hands set to work cleaning and salting down the day's catch. The fish are beheaded, split, boned, washed in a great tub of salt water and packed in salt in the hold. The livers go into gurry-butts on deck; the offal is flung overboard. When the dressing-down is completed the boys clean up; and the weary men go below for a "mug-up," and then tumble into their bunks for a well earned rest.

Active as is the daily routine while fishing, there is nothing much deadlier than a banker when she is not "on fish." Often to escape a threatening gale she runs in for shelter to one of the countless harbors which fringe the southern shore. She may be detained in port days at a time, perhaps waiting for bait or for the fogs to lift. At such times the men loaf about the fo'c'sle playing checkers or other games, swapping yarns or dozing in their bunks. Often some members of the crew plays violin, accordion or mouth organ, and singing and clog dancing help to pass the droning hours.

Then off for the bank again, where the deep sea swell runs ceaselessly day and night, where the wild winds know no pity, where

### The Drifting Fog Covers the Approach of the Great Ocean Greyhound.

suggest the start of an ocean yacht race, and a race it often is, for there is no lack of good natured rivalry among the skippers of the different craft as to who shall first make berth on the fishing grounds.

The tonnage of a "Banker" rarely reaches one hundred tons, as the law requires vessels exceeding that size to carry a certified master. The captain of a Nova Scotia fisherman sails his vessel by no fancy methods of navigation. He depends chiefly on the compass and "dipseys" lead in finding his way about, and a good skipper knows every lift and fall of the Banks as well as he knows his own dooryard. Fair weather or foul, fog or sunshine, is all one to him. With his leaden finger on the bottom, he feels his way about; he calls to his aid all his knowledge and experience in considering weather, currents, recent gales, etc., and, having decided on a likely location, drops anchor and begins preparations for capturing the cod in its native haunts.

### After the Schooner Arrives on the Banks.

The mainsail is taken in and furled, and the boom lashed amidships. A triangular riding sail takes its place, and the foresail and jibs being also taken in, the schooner rides, easily in the wind. The hatches are opened and trawl tubs raised to the deck and the dories are swung over the side. Each schooner carries about eight dories, which are packed one inside another and lashed securely amidships. The dory is a flat-bottomed boat about 15 feet in length. It is built of planking or the drift of the dread summer berg from the Greenland coasts. There are days of lovely sunshine, to be sure, in the sweet summer months, when the long, blue seas are alive with sails and dories; days when the sea lies oil calm beneath a cloudless sky or dimples at night with glittering moonbeams. But with the calm comes often the wet blanket of fog, shutting out from view everything beyond a radius of a few yards. Behind that thick grey curtain lies a heaving ocean filled with moving craft. To go astray in the fog only a half-inch dory bottom between you and the nearest land is not an inviting situation. So the fog horns toot unceasingly, while sometimes the shriek of liner's siren tells the quaking fisherman that a great steel monster is close at hand rushing through the water at 20 miles an hour. Short shift will their be whose boat lies in her track. A dory which has gone adrift in the fog is generally picked up eventually either by its own or some neighboring vessel.

### Lunenburg's Contribution to the Fisheries.

So Lunenburg's hardy sons reap the rich harvest of the sea. But the banks are ever demanding toll from the tossing boats and all too often the home-bound schooner displays the dreaded signal—the colors at half-mast—which tells the watching eye that some sailor of her crew is gone. Those who are never to return have no long suffering. They and the waves come to terms quickly. To the women and children who remain comes the real tragedy. So when the wild storms

rise and the fierce winds shake the fisherman's cottage, many a white-faced woman is on her knees pleading for the safety of the sailor to Him whom the winds and the waves obey.

The fleet arrive home from the spring trip about the close of May; the cargoes are discharged at the fish stores to be "made," and after a few days the vessels sail on the summer trip, which occupies the season until late autumn.

The curing and drying of the fish give employment to hundreds of men, and the product of their labors forms the basis of Lunenburg's foreign trade. Several large firms are engaged in this industry. At Lunenburg and LaHave the fish are bought green, dried in patent driers, shredded and put up in packages. The boneless cod find a ready sale throughout the Dominion of Canada.

### 72,000 Men Employed Not Including Lobster Canning Factories.

Canada's commercial fisheries yield annually about \$26,000,000, of which nearly one-third is secured by the fishermen of Nova Scotia. Of our total yield of fish and fish products, one-half is exported, the United States and Great Britain being our best customers. Throughout Canada nearly \$15,000,000 are invested in fishing vessels, boats and implements, of which nearly one-third is owned in Nova Scotia. The Canadian fisheries give employment to over 72,000 men, not including the thousands of persons employed in the lobster canning industry. The majority of these toilers of the deep belong to the eastern maritime provinces, and among them none are braver or more skilful than the bank fishermen of Nova Scotia.



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# FISH RECEIPTS AND VALUES IN 1909.

## Amounts at This Port and Boston in Comparison.

The Bureau of Fisheries has issued its statement of the quantities and values of certain fishery products landed at this port and Boston, by American fishing crafts over five tons burthen during the year 1909. The report shows that at this port 80,526,574 pounds of fish, valued at \$2,103,476 were landed, while at Boston 92,575,650 pounds, valued at \$2,512,968, were landed.

The arrivals at Boston for the year numbered 4798 as against 1508 at this port.

At this port the receipts were 32,446,318 pounds of fresh fish, valued at \$655,533, and 47,980,256 pounds of salt fish, valued at \$1,447,943, while at Boston were landed, 92,084,750 pounds of fresh fish, valued at \$2,487,568 and 90,900 pounds of salt fish valued at \$25,400.

Of the total of 173,102,224 pounds of fish landed at the two ports combined, 88,620,403 pounds were caught east of parallel 66 degrees west longitude and 104,481,821 pounds were caught to the westward of that parallel, which runs through Cape Sable, on the western end of the Nova Scotian peninsula and separates the "home" banks from those contiguous to the Nova Scotia and Newfoundland coasts.

The month having the largest receipts at this port was September with 10,791,657 pounds, while at Boston, October with receipts of 10,554,150 pounds, all fresh fish, was the banner month.

The report of the Bureau of Fisheries for year 1908 gave the receipts at this port as 85,805,567 pounds, valued at \$2,064,415, and at Boston 95,659,680 pounds valued at \$2,565,010.

The species which was in the largest receipt and most value at this port was codfish, of which there were brought in 12,749,431 pounds of fresh, valued at \$213,560, and 32,744,372 pounds salted, valued at \$1,003,653, a total of 45,494,803 pounds, over half the total receipts of all kinds, and valued at \$1,217,222, over half the total value of all fish landed here by American fishing vessels of over five tons.

At Boston the species in largest re-

ceipt was haddock, of which 38,485,250 pounds were landed, valued at \$966,744, this species, therefore, furnishing over 41 per cent. of the entire receipts there while its value was over 38 per cent. of the total value of all landed at the port.

The following tables give the various amounts of each species landed at this port and Boston and their respective values:

Receipts at Gloucester.		
	Pounds.	Value
Fresh cod .....	12,749,431	\$213,560
Salt cod .....	32,744,372	1,003,653
Total cod .....	45,494,803	1,217,222
Fresh haddock .....	3,915,516	56,275
Salt haddock .....	424,603	4,289
Total haddock .....	4,340,119	60,564
Fresh cusk .....	1,185,238	18,370
Salt cusk .....	185,535	4,637
Total cusk .....	1,370,773	13,007
Fresh hake .....	1,693,841	11,765
Salt hake .....	113,324	1,173
Total hake .....	1,807,165	12,938
Fresh pollock .....	4,533,741	28,312
Salt pollock .....	1,380,645	15,541
Total pollock .....	5,914,386	43,853
Fresh halibut .....	2,383,685	117,828
Salt halibut .....	860,113	66,471
Total halibut .....	3,243,798	184,299
Fresh swordfish .....	5,556	612
Fresh mackerel .....	599,760	27,111
Salt mackerel .....	2,967,000	186,751
Total mackerel .....	3,566,760	213,862
Fresh herring .....	99,000	1,651
Salt herring .....	9,277,664	164,854
Frozen herring .....	4,321,250	114,035
Total herring .....	13,697,914	280,540
Fresh bluebacks .....	695,400	2,999
Fresh butterfish .....	2,600	104
Fresh menhaden .....	230,400	1,872
Fresh shad .....	149,800	1,574
Fresh whiting .....	7,500	30
Total .....	80,526,574	\$2,103,476

Receipts at Boston.		
	Pounds	Value
Fresh cod .....	25,840,700	\$741,578
Fresh haddock .....	38,485,250	966,744
Fresh cusk .....	1,962,700	31,521
Fresh hake .....	11,469,400	182,053
Fresh pollock .....	7,968,850	118,751
Fresh halibut .....	1,204,950	92,178
Fresh swordfish .....	1,631,600	157,916
Fresh mackerel .....	3,521,300	196,826
Salt mackerel .....	490,900	25,400
Total mackerel .....	4,011,200	222,226
Total .....	92,575,650	\$2,512,968

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## MACKEREL FLEET FITTING OUT.

### Seiners Will Be on the Way South Next Week.

Quite a number of the southern mackerel seining fleet will begin to fit out during next week. A number of them have already been on the ways and are also having their seines overhauled at the seine lofts.

It will not take them long to fit out when once they get started and get right at it and before the end of next week quite a few will be on the way for the southern haunts or the mackerel schools.

Among the early ones to fit will be sch. Monarch, Capt. John Matheson; sch. Aloha, Capt. John McInnis, and sch. Clintonia, Capt. Ralph Webber.

#### Salt Mackerel Imports.

The imports of salt mackerel at Boston to date, of the catch of 1910 were 22,282 barrels against 42,146 barrels to date last year of the catch of 1908.

#### Pioneer of Dory Handline Fleet.

Sch. Maxine Elliott, Capt. Patrick Shea, of the dory handline codfishing fleet, sailed yesterday afternoon, being the first of this large fleet to sail this season.

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#### Portland Fish Notes.

More groundfish were brought into Portland Thursday and the following fares were reported; Bernie and Bes-sie, 8000; Gladys Simmons, 3500; Al-berth D. Willard, 8000; Katie L. Palm-er, 5000; Edmund F. Black, 9000.

In addition to 3000 pounds of halibut, sch. Atalanta of Gloucester had 4000 pounds of fresh fish and 30,000 pounds of salt cod, the latter selling to Lord Brothers.

In all probability the month of March will go down in the history of the halibut business in Portland as the greatest on record. Fare after fare has been brought into port and since the last day of February it is estimat-ed that there have been nearly a quar-ter of a million pounds landed here, more than generally comes in a whole winter.

The salt business at Portland the coming season bids fair to be of un-usually large proportions. In addition to the 3500 tons or more of salt now on the way for the Lord Brothers, the W. H. Shurtleff Company report that the Italian bark Gwrtheyrn Castle has sailed from Trapani with a cargo of about 1300 tons consigned to that firm.

#### Swedish Fishing Figures.

The British consul, reporting on the trade of Gothenburg, states that the gross yield from the Swedish fishing industry last year amounted to £322,210, as compared with £436,105 in the previous year. The value of the pro-duce of the deep-sea fishing was £35,868; of trawling, £36,457; mackerel, £66,860; herring drifters, £22,267; herring seines, £82,628; herring from Iceland, £13,453; sprat, £7,922; flounder, £8,900; lobsters, £22,591. The deep-sea fishing was carried on by ninety-five large smacks off the Shetlands and the coast of Norway. During the year twelve steam trawlers were at work, two of them from Ud-devalle and the rest from Gothenburg.

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## VARIETY OF FISH RECEIPTS.

### Five Crafts in Port with Various Cargoes.

Arrivals here this morning comprise one of the fresh halibut fleet, two of the Georges handline fleet, one craft down from Boston with a few fresh fish to split and one shore boat with some market stock.

Steamer Nomad came in yesterday afternoon with 5500 pounds of fresh fish and during the night, sch. Belbina P. Domingoes brought 15,000 pounds of fresh fish from Boston. This morn-ing sch. Jennie B. Hodgdon, Capt. Charles Flygore, is in with 35,000 pounds of salt cod and 5000 pounds of halibut and sch. Titania, Capt. Patrick Vale, also from Georges, has 36,000 pounds of salt cod.

Quite a number of the market boats are down from Boston and will proba-bly get out during the day. During the forenoon, sch. Paragon, Capt. Wil-liam Hermon, came in from Quero Bank, with 20,000 pounds of halibut and 1000 pounds of salt fish.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Jennie B. Hodgdon, Georges, 35,000 lbs. salt cod, 5000 lbs. halibut.

Sch. Titania, Georges, 36,000 lbs. fresh fish.

Sch. Belbina P. Domingoes, via Bos-ton, 15,000 lbs. fresh fish.

Sch. Stranger, via Boston.

Sch. Ellen C. Burke, via Boston.

Sch. Flora J. Sears, via Boston.

Sch. Maud F. Silva, via Boston.

Sch. Ida S. Brooks, via Boston.

Sch. Actor, via Boston.

Sch. Emily Sears, via Boston.

Sch. Thalia, via Boston.

Sch. Catherine D. Enos, via Boston.

Sch. Annie and Jennie, via Boston.

Sch. Reliance, via Boston.

Sch. Actor, via Boston.

Sch. Valentinn, via Boston.

Sch. Paragon, Quero Bank, 15,000 lbs. halibut, 1000 lbs. salt cod.

Sch. Motor, shore.

#### Vessels Sailed.

Sch. Claudia, halibuting.

Sch. Senator, halibuting.

Sch. Preceptor, halibuting.

Sch. Juno, halibuting.

Sch. James W. Parker, haddocking.

Sch. Esperanto, haddocking.

Sch. Maxine Elliott, dory handlining.

Sch. Actor, shore.

Sch. Valentinn, shore.

#### Today's Fish Market.

Bank halibut, 9 1-2 cents per lb. for white and 7 3-4 cents per lb. for gray. Georges halibut, 10c per lb. for white and 8c for gray.

Large halibut cod, \$3 per cwt.; me-dium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; me-dium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.; salt had-dock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, West-ern cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

Mar. 19.

#### Lunenburg, N. S., Fish Notes.

The following vessels have fitted for the banks:

Atlantic Fish Companies, limited—Palatia, Nicola, Ambition, Muriel M. Walters, Montana.

Adams & Knickle—Alexandra, Rea-dia, Defender, Gantaga, Warren G. Winters, Coronation, Alhambra, Helen C. Morse.

W. C. Smith & Co., limited—Revenue, Hiawatha, Yukon, Campania, Januita, Cecil L. Beck, Henry L. Montague, Ro-nald G. Smith, Tasmania, Beatrice S. Mack, Insurance, Eva June.

J. B. Young—Lila D. Young, Earl V. S.

Zwicker & Co., limited—Oregon, Lu-cania, Madeira, Earl Grey, Mattawa, Annie L. Spindler, Roma, Hazel L. Ritcey.



Mar. 19.

# BOSTON FLEET MET SNOWSTORM

## Vessels Arriving Yesterday Were Incased in Ice.

Two off-shore crafts and 15 of the boat fleet are on the Saturday market at T wharf this morning. Prices are as good as can be expected, considering the state of trade, the time of the week and the fact that the dealers are looking for a bunch in on Monday, when the last week in Lent opens.

Sch. Lizzie M. Stanley has 90,000 pounds, the largest fare in. Capt. Geo. Nelson has been out in her and the fine catch shows that he is still very much in the game. Sch. Mooanam, with 50,000 pounds, is the other off-shore trip in.

Of the market boats sch. Mary C. Santos has 29,000 pounds and sch. Mary E. Cooney has 28,000 pounds, this latter being the result of just one set. Capt. Frank Cooney of the latter craft has certainly been "carting them in" since the new year came in. In January his crew shared \$132, in February \$190 and including this trip, the share thus far this month is over \$90. This is making big money fast.

Sch. Gertrude has 24,000 pounds and sch. Mary T. Fallon 16,000 pounds. The other fares were small.

Off-shore haddock brought \$1.65 and shore goods \$2.25. No sale is reported for off-shore cod, but large shores brought \$3.50 and markets from \$1.75 to \$2. Pollock sold for \$2.

The vessels at Boston yesterday passed through severe cold coming across the bay during the night, and those which arrived after midnight were coated with ice as badly as if it were midwinter. Thursday the fishermen had a snowstorm much worse than the one that visited the shore, and for over six hours a heavy snow, driven by a nasty, sharp wind, fell on the ocean.

For the week ending Thursday there were at T wharf 121 arrivals with 2,646,800 pounds of fresh fish against 165 arrivals with 3,229,400 pounds for the corresponding week last year.

The receipts in detail are:

### Boston Arrivals.

Sch. Cherokee, 4000 cod.  
Sch. Little Fanny, 3000 haddock, 2200 cod.  
Sch. Blanche F. Irving, 3000 haddock, 2000 cod.  
Sch. Mary T. Fallon, 12,000 haddock, 4000 cod, 500 hake.  
Sch. Gertrude, 17,000 haddock, 3000 cod, 2000 hake, 2000 pollock.  
Sch. Lizzie M. Stanley, 70,000 haddock, 20,000 cod.  
Sch. Edith Silveira, 10,000 haddock, 500 cod.  
Sch. Mary E. Cooney, 25,000 haddock, 3000 cod.  
Sch. Julietta, 4000 haddock, 500 cod.  
Sch. Victor and Ethan, 17,000 haddock, 2000 cod, 1000 hake, 1000 pollock.  
Sch. Mary C. Santos, 23,000 haddock, 2000 cod, 3000 hake, 1000 pollock.  
Sch. Mooanam, 20,000 haddock, 30,000 cod.  
Sch. Wodan, 3000 cod.  
Sch. Mary Emerson, 5000 cod.  
Sch. Hobo, 3500 cod.  
Sch. Columbia, 1000 cod.  
Sch. Rara Avis, 1500 cod.  
Off-shore haddock, \$1.65 per cwt.; shore haddock, \$2.25; shore large cod, \$3.50; shore market cod, \$1.75 to \$2; pollock, \$2.

### Fish Trade Conditions.

Says the Fishing Gazette of the salt fish situation:

"Trade conditions are only fair, despite the fact that it is Lent," said a leading salt fish dealer the other day. Still, the market is firm, and an advance, particularly in foreign and domestic mackerel, is looked for very soon. Stocks in general are light.

There are no reports of curing at the Irish stations.

Holland herring are moving well, at firm prices.

Norways continue to sell steadily in a hand-to-mouth way.

Scotch herring, which have been somewhat neglected, are more inquired after.

There is little present interest in Irish.

The market in Greece is reported in a bad way, as too much fish has gone to that country; the total, including French fish, and via the U. S. A., reaching over 70,000 quintals, whereas the normal consumption under the most favorable conditions does not exceed 60,000 quintals. This year the political crisis has interfered with business of all kinds.

Advices from other foreign markets indicate a lull in demand. Lenten requirements have been provided for, with continuous extensive arrivals.

For strictly prime grades of codfish, present quotations are not likely to recede, even firmer prices being expected after Easter, in view of depleted stocks of last season's catch.

Mar. 21.

## WILL BRING TRIP TO THIS PORT.

### Sch. Monitor Has Biggest Halibut Fare of the Season.

Portland is very much in the lime light this morning with two fares of halibut, one the largest of the season, and a big haddock trip there, beside a number of market boat fares. Sch. Margie Turner of that port, commanded by Capt. Samuel Colson of this city, is there with 15,000 pounds of halibut and sch. Monitor, Capt. John McKay of this port, is there with the biggest halibut catch of the season thus far, Capt. McKay hailing the trip for 45,000 pounds.

Beside the halibuters, schs. Slade Gorton, Capt. George E. Heckman, is also there with 100,000 pounds of fresh haddock and cod, from Brown's bank.

As sch. Margie Turner is a Portland vessel, she will sell her trip there, but sch. Monitor will bring her fine fare to this port to market. This morning the Portland dealers offered Capt. McKay 10 cents per pound for white and 8 cents for gray, this with the heads off, but as the price here this morning is 10½ cents per pound for white and 8½ cents for gray, with the heads on, which is of course a much higher figure than the Portland offer, Capt. McKay did not feel like selling at the Portland figures, so hoisted the sails on his craft and headed for this port and will be here in time to sell tomorrow.

### MILLIONS OF DEAD FISH.

#### Great Shoal Half a Mile Long Reported off Diamond Shoals.

"Reef ahead," shouted the outlook of the steamer Morro Castle Saturday afternoon, at a point 15 miles north of the Diamond shoals, where no reef ought to be. The Morro Castle left New York for Havana last Thursday and a message by wireless tells the story.

Capt. Johnson headed for the discovery. Then as the Morro Castle brought the flashing reef within eye reach, it was seen that what was supposed to be rocks was an immense school of dead fish. On the broken surface of the sea millions were floating.

According to Capt. Johnson the fish covered an area half a mile long and 500 feet wide.

### FINDING POLLOCK SCARCE.

#### Fleet on Maine Coast Now Doing Poorly.

The pollock fleet are finding fish very scarce on the Maine coast. Sch. Mary E. Harty with others of the fleet, was at Rockland Saturday and Capt. Reuben Cameron reported nothing doing lately, one haul of 1200 pounds by a small boat, and another small catch by sch. Elmer E. Gray being all there was taken.

Capt. Cameron will come home Wednesday and fit his craft for southern mackerel seining if no pollock show before then.

Steamer Bessie M. Dugan was in at Southwest Harbor recently.

Mar. 21.

### Halibut Sales.

The fare of halibut of sch. Massachusetts sold to the New England Fish Co. and that of sch. Corona to the American Halibut Co. each at 10½ cents per pound for white and 8½ cents for gray. This is an advance of a half cent per pound on both white and gray on last sales here.

Mar. 21.

## SOME FISH MAY GO TO SPLITTERS

### Large Receipts at Boston Cause Low Prices.

Thirty arrivals at T wharf this morning, 16 of them from the off-shore grounds of Georges and Brown's Bank, bring a total of 1,400,000 pounds for the opening market of the fish week. The result is low prices all around, with the exception of large hake and a lot of the off-shore trips unsold, as far as their codfish are concerned. It looks as though some of the fish would come here for the splitters.

The off-shore fares range from 38,000 to 105,000 pounds, sch. Thomas S. Gorton having the latter amount, although hailing for 89,000 pounds. Sch. Onato has 100,000 pounds and schs. Hortense, Clara G. Silva, Terra Nova, Mary DeCosta, Fannie Belle Atwood, Vanessa, Josie and Phebe, Catherine and Ellen, Morning Star and John J. Fallon have between 70,000 and 90,000 pounds each, all cod and haddock.

Of the market boats, sch. Mary B. Greer with 27,000 pounds is high boat and the new Provincetown sch. Josephine DeCosta, from her maiden trip, with 23,000 pounds. The boats did not get a chance to fish Sunday, so most of the fares are small, running from 2500 to 12,000 pounds, with one 15,000 pound and one 17,000 pound fare outside of those.

Off-shore haddock sold for \$1.25, with a few off-shore cod going at less than splitting prices, \$1.75 for large and \$1.25 for markets. Shore haddock and cod brought \$2.50, cusk and pollock \$2 and hake from \$2.50 for small to \$4.75 for large.

The receipts in detail are:

### Boston Arrivals.

Sch. Onato, 50,000 haddock, 40,000 cod.  
Sch. Robert and Arthur, 35,000 haddock, 22,000 cod.  
Sch. Clara G. Silva, 50,000 haddock, 30,000 cod.  
Sch. Hortense, 40,000 haddock, 35,000 cod.  
Sch. Josie and Phebe, 35,000 haddock, 35,000 cod.  
Sch. Thomas S. Gorton, 65,000 haddock, 24,000 cod.  
Sch. Terra Nova, 60,000 haddock, 16,000 cod.  
Sch. Fannie B. Atwood, 30,000 haddock, 60,000 cod.  
Sch. Vanessa, 40,000 haddock, 30,000 cod.  
Sch. Mattie Brundage, 28,000 haddock, 10,000 cod.  
Sch. Matchess, 25,000 haddock, 10,000 cod, 5000 pollock.  
Sch. Catherine and Ellen, 30,000 haddock, 30,000 cod.  
Sch. John J. Fallon, 50,000 haddock, 10,000 cod.  
Sch. Flora S. Nickerson, 35,000 haddock, 25,000 cod.  
Sch. Morning Star, 70,000 haddock, 20,000 cod.  
Sch. Mary DeCosta, 30,000 haddock, 10,000 cod.  
Sch. Josephine DeCosta, 15,000 haddock, 5000 cod, 3000 pollock.  
Sch. Lucy B. Winsor, 1500 haddock, 3000 cod.  
Sch. Ellen C. Burke, 2500 haddock, 1000 cod, 1000 hake.  
Sch. Athena, 14,000 haddock, 1000 cod.  
Sch. Manomet, 10,000 haddock, 800 cod, 1000 cusk, 500 pollock.  
Sch. Emily Cooney, 12,000 haddock, 300 cod.  
Sch. Ida M. Silva, 2500 haddock, 1500 cod, 1000 hake.  
Sch. Nettie, 1600 haddock, 1300 cod.  
Sch. Yankee, 6000 haddock.  
Sch. Mary E. Sinnett, 2000 haddock, 500 cod.  
Sch. Evelyn M. Thompson, 15,000 haddock, 2000 cod.  
Sch. Mabel Bryson, 8000 haddock, 500 cod.  
Sch. Annie Perry, 18,000 haddock, 5000 cod, 1500 pollock.  
Sch. Mary B. Greer, 8000 haddock, 5000 cod, 7000 hake, 7000 cusk.  
Off shore haddock, \$1.25 per cwt.; off-shore large cod, \$1.75; off-shore market cod, \$1.25; shore haddock, \$2.50; shore cod, \$2.50; hake, \$2.50 to \$4.75; cusk, \$2; pollock, \$2.